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INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription paid in advance, £12 per annum. Postage to any
part of the World 82.

Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1909.
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Small 6.00
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No. 16,040. 九十四零年六月一號 日六月八日元號 HONGKONG, WEDNESDAY, SEPTEMBER 29TH, 1909. 三三三 九零年九月二十二日九零年九月二十一日香港 PRICE, \$3 PER MONTH.

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HAVE NO EQUAL
FOR BEAUTY OF
TONE, PERFECTION OF
TOUCH AND SOLIDITY
OF
CONSTRUCTION.

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now in use.

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

SINGLE and DOUBLE ROOMS TO LET
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O. E. OWEN,
Proprietor.

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GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1909. [a227]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SATURDAYS.
Extra Cars at 5.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexander Buildings, Des
Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a49]

NOTICE.

We beg to inform our Lady Customers
that our Establishment will be
CLOSED at 6 P.M. every day, commencing
from 15th September, for one month only,
owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & CO.,

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

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" JOHN WALKER & SONS'

OLD HIGHLAND

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BLEND

PORT WINE, INVAELDS

DOURO

SHERRY, LA TORRE

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PRICES

ON

APPLICATION.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

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[a51]

NOTICE!

THE NEW LIQUOR DUTIES!

LANE, CRAWFORD & CO.

HAVE NOT ADVANCED THEIR PRICES OF LIQUORS, AND
WILL NOT DO SO UNTIL THEIR EXISTING STOCKS ARE
EXHAUSTED.

REGULAR RETAIL CUSTOMERS

will be supplied at old rates until further notice.

WHOLESALE QUANTITIES CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1909.

[a33]

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER

IN QUARTS, PINTS AND SPLITS.

TELEPHONE NO. 75.

CALDBECK, MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 1st September, 1909.

[a35]

PEARSON'S HYCOL

(CO-EFFICIENT 16/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.

ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE \$3.00 PER 1 GALLON DRUM.
" 12.50 " 5 GALLON DRUM
" 2.60 " 1 GALLON IN BULK.

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CO-EFFICIENT 10; IN 1 GALLON DRUMS. To be obtained from usual Dealers.
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Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL STRENGTHS of their products (in relation to Pure Carbolic Acid) under the STANDARD TEST on TYPHOID GERMS, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a GENUINE DISINFECTING FLUID.

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"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.

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THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS, ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALTY.

WE HOLD THE LARGEST STOCK OF
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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

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BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

[a34-2]

TRADE The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to

"WHITE HORSE" TO HIS MAJESTY
THE KING.

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By Royal Appointment.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.

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or from the

SOLE AGENTS: Quality
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Success.

LANE, CRAWFORD & CO.

NOTE.—Any persons proved guilty of refilling our empty bottles with inferior Whisky
will be refused a place.

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LIMITED.

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WINE AND SPIRIT MERCHANTS.

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Per Case Per Case

1 doz. Qts. 2 doz. Pts.

St. ESTEPHE ... \$ 8.00 \$ 9.00

St. JULIEN ... 10.00 11.00

LA ROSE ... 13.00 14.00

CHATEAU MOUTON ... 19.00 20.00

LARRIVET ... 23.00 24.00

CHATEAU MOUTON ... 23.00 24.00

D'ARMAILHACQ ... 23.00 24.00

CHATEAU PONTE T ... 25.00 —

CARNET ... 30.00 —

CHATEAU RAUZAN ... 44.00 —

CHATEAU LAFITE ... 50.00 —

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The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Jules of the Grapes.

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AND KOWLOON DISPENSARY.

Hongkong, 3rd September, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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On September 18th, at No. 4, Yates Road, Shanghai, to Mr. and Mrs. O. STRUCKMAYER, a son.

1254

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The Daily Press.

HONGKONG, SEPTEMBER 29TH 1909.

UNTIL the Government of Hongkong a couple of years ago threatened to close the British postal agency at Tientsin, few people were aware that the British postal agencies at the various Treaty ports of China were conducted at the cost of the Hongkong taxpayers. We observe that the Colonial Secretary has recently written to the Principal Council of Shanghai a letter in which it is mentioned that H. E. the GOVERNOR has for some time past had under consideration the annual loss incurred by the Revenues of this Colony by the conduct of the postal agencies at various Treaty ports in China, and the letter adds: His EXCELLENCE is of opinion that this service is primarily one affecting Imperial interests, and in particular the interests of the Treaty port concerned, and he lately wrote to His Majesty's Secretary of State for the Colonies informing him that he could no longer undertake to conduct these agencies at the cost of the Hongkong taxpayers, the more so that additional burdens have lately been incurred owing to railway construction and restriction of opium." It is further mentioned in the letter that the Secretary of State has been in communication with the Treasury, and a telegram has been received by His EXCELLENCE informing him that His

Majesty's Government will guarantee the Colony of Hongkong against half of the net loss incurred on the collective maintenance on present lines of the Treaty Port agencies, and suggesting that the communities at those agencies should be required to contribute towards the remaining loss, as a provisional arrangement for one year. The loss for 1910 is estimated by the Postmaster-General at \$27,250, and His EXCELLENCE intimated to the Municipal Council that the Government of Hongkong would continue to conduct the British Post Office in Shanghai during 1910 provided the Council would guarantee to refund to the Government of Hongkong one quarter of the total loss on the agency. The Council has replied regretting that it cannot authorise payment on behalf of so cosmopolitan a community of a contribution towards the cost of maintenance of the British Post Office, since other national offices would be entitled to similar treatment. There are in Shanghai branch post-offices under American, French, German, Japanese and Russian management, as well as the Imperial Chinese Post Office, and in the Council's opinion the support of any of these, or the British Post Office, cannot fittingly be made a charge upon municipal funds. Yet not only is the Post Office in Hongkong

The revenue officers are now equipped with their distinctive cap, which look very smart indeed.

The Rev C. H. Holding has returned from his holiday in Japan. The Rev. A. B. Thornhill has also returned.

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Mr. G. A. Woodcock has been transferred from the Supreme Court to the Magistracy as principal clerk, while Mr. C. D. Melbourne is at the Supreme Court now as deputy registrar and appraiser.

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Times have changed very much since these postal agencies were established. They were established when the only route from China to Europe was via Hongkong. At that time, as a Shanghai contemporary points out, all other nationalities sent their mails by British Post Office, and the rates were much higher than they are now. In those days, no doubt, there was a profit on the postal agency at Shanghai. But to-day the mails of Shanghai go to Europe by seven different post offices, and by three or four different routes, so that the British post office has come to be used almost exclusively by British subjects.

The question of whether the British post office at Shanghai shall be closed or not is not merely a local but an Imperial question, and so long as other Governments maintain national post offices in the Treaty Ports it is imperative that the British offices shall be maintained too. The Municipality of Tientsin and the Imperial Treasury have between them met the deficit on the British postal agency at that port for the past two or three years. The Shanghai Municipality is not constituted in the same way, and therefore the only way in which a contribution towards the loss could be obtained from Shanghai would be from the funds of some private British Association, such as the China Association (to whom the Municipality has referred the letter from the Government of Hongkong). The Shanghai *Mercury* suggests that one of the means of reducing the deficit would be to offer greater facilities to the public in the matter of mails via Shanghai, and concludes that the only way out of the impasse is the increase of facilities and the taking over of the service by the Home Government. For the present, we fear not much is to be hoped for in the way of increased facilities unless the cost of transit is reduced. We believe that the increased cost of transit since mails have been sent via Siberia has been responsible to some extent for the Colony's loss on postal revenue. Transit payments, last year, for instance, showed an increase of \$20,000, and we imagine the plea of the Government would be that until the mail subsidy is still further reduced increased facilities are not possible owing to the heavy transit charges. It is manifestly the duty of the Imperial Government, and not of the Government of this Colony, to maintain the Treaty Port agencies, and we trust that the British community of Shanghai will be able to induce the Imperial Government to accept the full responsibility.

The 1.G.M. str. *Luctuou*, which left here on the 23rd instant at 8 a.m., arrived at Shanghai on the 25th instant at 8 a.m.

The Indo-China str. *Kutang* left Calcutta for this port via the Straits on the 26th instant, and may be expected here on or about the 11th inst.

The P.M. str. *Mongolia* arrived at San Francisco on the 25th inst.

The C.P.R. str. *Empress of India* arrived Shanghai at 9 a.m. on the 28th inst., and left again at 7 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 30th inst.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème-Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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Times have changed very much since these postal agencies were established. They were established when the only route from China to Europe was via Hongkong. At that time, as a Shanghai contemporary points out, all other nationalities sent their mails by British Post Office, and the rates were much higher than they are now. In those days, no doubt, there was a profit on the postal agency at Shanghai. But to-day the mails of Shanghai go to Europe by seven different post offices, and by three or four different routes, so that the British post office has come to be used almost exclusively by British subjects.

The question of whether the British post office at Shanghai shall be closed or not is not merely a local but an Imperial question, and so long as other Governments maintain national post offices in the Treaty Ports it is imperative that the British offices shall be maintained too. The Municipality of Tientsin and the Imperial Treasury have between them met the deficit on the British postal agency at that port for the past two or three years. The Shanghai Municipality is not constituted in the same way, and therefore the only way in which a contribution towards the loss could be obtained from Shanghai would be from the funds of some private British Association, such as the China Association (to whom the Municipality has referred the letter from the Government of Hongkong). The Shanghai *Mercury* suggests that one of the means of reducing the deficit would be to offer greater facilities to the public in the matter of mails via Shanghai, and concludes that the only way out of the impasse is the increase of facilities and the taking over of the service by the Home Government. For the present, we fear not much is to be hoped for in the way of increased facilities unless the cost of transit is reduced. We believe that the increased cost of transit since

THE RAILWAY SENSATION.

YESTERDAY'S PROCEEDINGS
AT CANTON.

ACCUSED COMMITTED FOR TRIAL.

The hearing of the charges of embezzlement preferred against Mr. W. Butler Wright, chief accountant of the Canton-Kowloon Railway, was concluded before Mr. L. Giles, Additional Judge sitting as police magistrate, at H.B.M.'s Consulate, Canton, yesterday.

Mr. H. W. Looker of Messrs. Deacon, Looker and Deacon, who was assisted by Mr. W. E. L. Shenton, from the same office, appeared for the prosecution, the defendant being represented by Mr. J. C. E. Douglas, of Shanghai.

The examination of Mr. Frank Grove was

continued on Monday, after our report had closed. Witness said he was aware of the manner in which defendant used to arrive at the amounts which from time to time he drew from the railway construction account in

the Hongkong and Shanghai Bank, and put into the Hongkong currency account at the International Bank, Canton. A memorandum was prepared of the number of payments necessary, and these were added up and cheques drawn for the full sum or each separate amount. It was defendant's custom to withdraw from the construction account and place in the Hongkong currency account, then to transfer certain monies to the Canton currency account, and proceed to draw for such payments as were necessary in Canton currency. This method would result in profits being made in exchange. Witness stated that for the purpose of supplying him with the bank balances at the end of June it was not necessary to have any balance in the local bank paid back to construction account. Neither was it necessary for monies to pass from the defendant's private account to the railway account. He regarded such a method of dealing with accounts as an extraordinary one. In a general way witness had taken steps to ascertain the state of the accounts organised and controlled by the defendant; and in his opinion in many directions these accounts were not in order.

Cross-examined by Mr. Douglas, witness said there was probably a construction account opened in the early days of the construction, before defendant arrived, or during his absence. In the absence of Mr. Butler Wright cash was obtained for the works in progress, and during that time it was operated upon by His Excellency Wei Han and witness. He had not a very distinct recollection as to where the account was, or the manner in which it was operated on.

Was not an account for \$10,000 opened by you?—I don't remember.

But do you remember there was an account at that time?—Yes, there was an account from which we drew cash, but whether it was supplied with \$10,000 at my request or not I can't remember.

Mr. H. S. Chow, Secretary to His Excellency Wei Han, stated that the defendant kept the quarterly balance sheets he prepared. Witness produced a book of such statements up to the end of March, 1909. The balance sheet for the quarter ended March 31st was not accompanied by the usual statement, and it had not yet been received. It was the duty of witness to get these statements of expenditure translated for the Board of Posts and Communications. The statements of expenditure were not accompanied by the vouchers for money paid. Witness used to send to see the vouchers when he did not understand any item, and the chief accountant would show them to him. In buying lands joint cheques were drawn on the construction account by the managing director and the defendant.

This money was paid to the managing director. The statement of expenditure did not show how the monies drawn from the International Bank were spent.

In cross-examination witness said the whole of the railway expenditure was shown in the quarterly account. The vouchers were kept in the Chief Accountant's office.

Mr. H. W. Kenney deposed to being acting manager of the International Banking Corporation at Canton. Witness gave evidence regarding the opening of two accounts at his branch which were drawn upon by Mr. Butler Wright as Chief Accountant of the railway. Defendant was the only party who had authority to draw on them. In most instances the Hongkong currency account was supplied with funds by cheques drawn on the construction account at the Hongkong and Shanghai Bank. Mr. Wright also had a private account at the Canton branch which was established on December 7th, 1907. A cheque was drawn on the Hongkong currency account for \$5,000 on 14th September, 1908. The Railway Co.'s Hongkong currency account was debited with the amount of this cheque, and Mr. Butler Wright's private account was credited with it. Prior to the crediting of this cheque the balance at credit of defendant's private account was \$3,707.98. On the same date a cheque for \$5,000 was drawn in favour of E. C. Wilks, and that cheque was debited to defendant's account. On December a cheque for \$13,000 was drawn by Mr. W. Butler Wright on the Hongkong currency account, and the railway account was debited with that amount, which was placed to the credit of defendant's private account. The amount to his credit prior to this was \$180.35. The first cheque he drew after this credit was for \$10,000 in favour of Tai Lee. On February 4th, 1909, a cheque for \$4,000 was drawn on the chief accountant's account, which was debited with the amount on that day. The amount was credited to defendant's private account, the balance of that account then standing at \$2,025.46. There were two debts on that day, one for \$39.32 and one for \$113.16. The next debit was \$100, the next

\$43.75, and the next \$5,000, which was drawn in favour of Captain Walcott. On May 4th a sum of \$10,025 was credited to defendant's private account by two cheques. The total amount paid to the credit of defendant's private account from December, 1907, to the last entry of credit was \$55,086.87. On June 29th a cheque for \$4,000 was drawn on defendant's private account and credited to the chief accountant's Hongkong currency account on the same day. Prior to this credit \$16,000 stood to the credit of that account. On June 29th a cheque to the value of \$22,343.73, which he said were to be placed to the credit of construction account in the Hongkong and Shanghai Bank, Hongkong.

Mr. G. Richarde said he was the manager of the silk department in Messrs. Jardine, Matheson and Co.'s Canton branch. Mr.

Butler Wright approached him with regard to the investment of money in December last. He asked if there was any money to be made by investments in silk, and witness said there was at times. Defendant said he would take an opportunity when one offered. Subsequently he made an advance of \$10,000 on silk. Defendant handed him a cheque made out in a Chinese name, and witness handed the cheque to the Chinaman. The silk on which the money was advanced was in Jardine, Matheson and Co.'s godown. The interest attaching to the loan was 3% per month per \$1,000, and for four months it amounted to \$200. The cheque in repayment of the \$10,000 was signed by the firm who purchased the silk.

In cross-examination witness said the whole of this transaction was on behalf of a friend of his. The transaction took place just before Chinese new year, and money was right then. 3% a month was not a low rate of interest for an outside person to advance to a Chinaman.

Do you remember whether you broached this subject on behalf of the Chinaman, or whether the defendant broached it?—Yes, I spoke to the Chinaman before seeing Mr. Wright.

Mr. J. O. Power, sworn, said he was assistant accountant at the head office of the Canton-Kowloon Railway, Imperial Chinese section. He knew the defendant intimately prior to his arrival here. Witness had no knowledge of defendant's means prior to his coming out here. He stayed with defendant from March 6th till July 4th.

How was his flat furnished?

Mr. Douglas—Is this relevant?

Mr. Looker said he was entitled to prove that the flat was furnished in an extremely luxurious fashion, that the defendant was addicted to gambling, and that his expenditure was very large. He was putting in this evidence because it was evidence from which inference of fact could be drawn.

Mr. Douglas took a formal objection to the evidence. The facts which his friend had to prove were facts bearing in some way on the charges. A man might have a most expensive chair in his house, but the fact that he had that expensive chair did not carry the prosecution one step further.

His Worship thought the questions concerning furniture were unnecessary.

Mr. Looker said they were relevant to this extent: the defendant was in receipt of a salary of about \$650 a month and it was found that the great bulk of that was remitted Home. It had been established, so far as was known at present, that the defendant had no known means outside his salary. The prosecution submitted that on the facts put forward the Court must dismiss the charge to which he referred. It was alleged that this sum of \$21,000 was made up by stealing profits derived from exchange in Hongkong and Canton currency, but there was no evidence of any payments being made direct into local currency. There were only two ways in which interest could have been stolen: it must either have come out of the local currency or Hongkong currency accounts, or else it was stolen by a cheque paid on a third voucher. There had been auditors on the books, but they were not able to give evidence of wrong payments out of currency accounts. Counsel concluded by asking the Court to dismiss that charge.

Mr. Looker said his friend had been pleased to describe the fourth charge as a frivolous one. Of course he was perfectly entitled to describe it, and all the other charges, as frivolous, until they had been determined upon, but the Court might find them anything but frivolous. His friend had said that it was not for a man to prove himself innocent but the speaker did not think he was quite correct.

Mr. Looker—I thoroughly and entirely agree, but submit that this is relevant evidence.

Mr. Douglas—To save the time of the Court I will withdraw my objection.

His Worship (to Mr. Looker)—You had better leave that evidence out.

Mr. Looker (to witness)—Have you any knowledge as to whether the defendant was addicted to gambling at fanta?—He said he had a system by which he was sure of success.

Did he ever tell you anything as to his financial circumstances when he came here?—He said he was making a lot of money out of a patent medicine, and used to win \$250 and \$300 a time at fanta.

You haven't answered my question yet, Mr. Power.—He told me he came here like a missionary, with only a bible and a tooth brush. (Laughter.)

In cross-examination witness said he did not know that for over twenty years the defendant had received a salary of a thousand rupees a month, but from the positions he had held witness should say that he received a salary of from \$300 to \$1,000 rupees a month.

Will you explain how, in case of \$100 going through that process, the profit could be anywhere else?—It could be nowhere else.

Do you know out of which account allowances to servants of the Company were paid?—I can't say.

You have no knowledge of Mr. Butler Wright's income from other sources than those talked about?—No.

Are there any months in which there were no profits on exchange?—I cannot say, but I should say that every month there was a profit.

Mr. E. A. Stanton testified to being the manager of Messrs. Deacon and Co., and prior to the institution of the Canton branch of the Hongkong and Shanghai Bank, his firm acted as the agents of that bank. On June 29th Mr. Butler Wright handed him cheques to the value of \$22,343.73, which he said were to be placed to the credit of construction account in the Hongkong and Shanghai Bank, Hongkong.

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In cross-examination witness said he was not an auctioneer, but he had sold goods by auction. Defendant told him he was going on three weeks' leave, and he could give up his flat, and did he could not take all his goods with him. He pointed out to witness goods which he wished sold, and others which he wished shipped away. Witness did not ship them, however, because a warrant had been issued for defendant's arrest.

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In

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

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FURNISHED, from first week in November, No. 3, Des Vaux Villas, Peak. Rent moderate.

Apply to—
H. W. D. SHALLARD, P. & O. S. N. Co.
Hongkong, 29th September, 1909. [1255]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 30th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASOON & Co., Ltd., Agents.

Hongkong, 23rd September, 1909. [1251]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S. S. "GHAZEE,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to reut.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Oct., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

Hongkong, 23rd September, 1909. [1253]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is Rs. 5, and the Annual Subscription Rs. 200. Any respectable Scoteman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

NOTICE.

MAN SHING CHEONG, of No. 36, Lyndhurst Terrace, Dealers in Foreign Goods and Furniture, hereby beg to notify the public that all Deposits, Loans, Guarantees, Orders, Indents and Other Business Transactions must be signed by LAU HOX CHONG and chopped with the chop of MAN SHING CHEONG before they can be recognized as genuine, otherwise, whatsoever conducting any of the above transactions must be held personally responsible and it will not concern this shop. This Special Notice is made with a view to avoiding future misunderstandings.

Dated the 4th day of the 8th Month of the 1st year of Sun Tong. [1240]

E. R. R.

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till NOON on THURSDAY, the 30th of Sept., 1909, for the purchase of the privileges known as the Opium Farm established under "The Opium Ordinance, 1909" that is to say, the sole privilege of preparing opium and of selling within the Colony (including the Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dried Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in the GOVERNMENT GAZETTE as Notification No. 543 of the 3rd September, 1909.

Government Notifications Nos. 401 and 501 of 1909 are hereby cancelled.

A. M. THOMSON,

Colonial Secretary.

Hongkong, 3rd September, 1909. [1180]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address— "GOOD VIEW."

Care of "Daily Press" Office.

Hongkong, 14th September, 1909. [53]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [53]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club (1905 issue \$1000 each) was held in the Hongkong Club House on SATURDAY, the 16th September, 1909, when the following Debentures were drawn for Redemption:

8 426 875 1166 1676
42 456 941 1245 1719
71 501 962 1277 1722
76 524 963 1420 1744
113 526 976 1445 1753
129 545 995 1468 1780
157 576 1024 1477 1804
186 580 1033 1500 1812
257 601 1049 1513 1853
272 740 1052 1520 1898
341 803 1067 1524 1908
376 832 1068 1520 1900
376 836 1120 1596 1996

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, TO-MORROW (THURSDAY), the 30th Sept., 1909, in exchange for surrender of same. By Order,

JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1909. [1219]

HONGKONG FOOTBALL CLUB.

THE 23RD ANNUAL GENERAL MEETING will be held TO-MORROW (THURSDAY), Sept. 30th, 1909, at the Offices of Messrs. JARDINE, MATHESON & Co., at 5.30 P.M.

Business. To receive report of Committee for Season 1908-1909, elect Officers for Coming Season, and transact General Business.

HERBERT L. O. GARRETT,
Hon. Secretary.

Hongkong, 22nd September, 1909. [1229]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1215]

WANTED.

IN MERCHANT'S OFFICE, JUNIOR CLERK. British youth just leaving school preferred. Knowledge of shorthand desirable.

Apply to— MERCHANT.

Care of "Daily Press" Office.

Hongkong, 28th September, 1909. [1249]

WANTED.

WANTED, by German Firm, COMPETENT BOOKKEEPER and GENERAL OFFICE ASSISTANT. Apply by letter stating full particulars to—

A. E., Care of "Daily Press" Office.

Hongkong, 28th September, 1909. [1252]

FOR SALE.

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SCHROETER,
King's Buildings, IIInd.

Hongkong, 1st September, 1909. [1140]

FOR SALE

BY

PRIVATE TREATY

THE STOCK IN TRADE OF THE NAGASAKI HOTEL COMPANY, LIMITED (IN LIQUIDATION).

Comprising—

Electric Light Plant, Refrigerating Machine, by J. & E. Hall Ltd.; Beds, Wardrobes, Dressing Tables, Washstands, Sofas, Piano (Challan & Son), Sideboards, Carpets, Curtains, Toilet Sets, Linen, Kitchen Utensils, 2 Billiard Tables, by Burroughs & Watts; Sets of Billiard and Pyramid Balls, Cues, Cutlery, Glassware, Silverware, etc.

The above will be sold in LOTS to suit purchasers' requirements.

ALSO

THE THREE-STORIED BRICK BUILDING, Engine-house, Servants' quarters, etc., to be removed upon term to be agreed.

For further particulars apply to—

P. J. BUCKLAND,
Liquidator,
No. 7, Quon, Nagasaki.

Dated Nagasaki, 8th September, 1909. [1235]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN, AERHOLD, KARBERG & CO.

1674] Solo Agents.

PUBLIC COMPANY

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand, West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed:

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Article of Association be altered in manner following:

(a) In Article 65 the word "Fifteen" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING,
General Manager.

Dated the 14th day of September, 1909. [1205]

GRACA & CO.

No. 27, Des Vaux Road, Dealers in

POSTAGE STAMPS AND PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS WITH MOVEABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses, Watermark Detectors, Nickel Tweezers, "Peerless" Stamp Hinges, &c., &c. Inspection Invited.

Hongkong, 29th June, 1909. [913]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA. [1128]

TO LET

For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antisceptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat, or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BY APPOINTMENT TO

HIS MAJESTY THE KING

BOVRIL

No matter what we may say about Bovril,
nothing can speak so strongly to you as an
actual trial of Bovril itself.

Bovril contains all the goodness of
prime beef in highly condensed form.

64

70-2

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,510.

I. Authorized Capital £26,000,000
Subscribed Capital £3,275,000
Paid-up Capital £1,212,500 0 0
II. Fire Funds £3,204,755 7 10
The undersigned AGENTS for the above
Company are prepared to ACCEPT RISKS
against FIRE at Current Rates
SHEWAN, TOME & CO.,
Agents.

Hongkong, 14th August, 1909. [908]

NOTICE

HAVING been appointed AGENTS in
Hongkong for the WESTERN INSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSSG. at 36, 37 and
3750 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.
Hongkong, 26th October, 1908. [623]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSEN & CO. [47]

JUST LANDED
A LARGE ASSORTMENT OF
LADIES' & GENTS' BOOTS
& SHOES.

A. TACK & CO.
PHOTO-SUPPLIES
26, Des VIEUX ROAD, CENTRAL.
Hongkong, 20th August, 1909. [57]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1909. [629]



Montserrat
Lime Juice.

It keeps the blood in a cool
and healthy condition, and
is a most delicious thirst
quencher. Good for the
bairns.

Made in two kinds—
Unsweetened, i.e., Plain Lime Juice.
Sweetened, i.e., Lime juice Cordial.

Agent—A. C. Watson & Co., Ltd. Hong Kong.

1040



LADIES' CAFE
REMEDY

For functional-troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
sold by all Chemists.

122-3

CHINA QUESTIONS IN
PARLIAMENT.

THE KOWLOON RAILWAY.

Mr. Ginnell (Westm., N. Nat.) asked the Under-Secretary for the Colonies if he would say on whose behalf the expectation was based that the Kowloon Railway ever could, in addition to its working expenses, repay the principal or any interest on the money spent upon its construction.

Mr. Fuller (Wite, Westbury, Min.) who replied, said:—The expectation is based on figures supplied by the chief resident engineer. Mr. Ginnell asked whether the chief resident engineer was a nominee of the Crown Agents.

Mr. Fuller.—He is an officer appointed under the Colonial Office.

Mr. Ginnell.—Nominated by the Crown Agents?

Mr. Fuller (with emphasis).—No.

Mr. Ginnell asked the Under-Secretary for the Colonies whether he was aware that the consulting engineer for the Kowloon Railway was appointed at the instance of the Crown Agents; that all correspondence between this engineer and the Government of Hongkong passed through the Crown Agents' hands, and their wishes prevailed in all things; that the making of the railway, the ordering of material and equipment, the appointment of staff, and the provision of money for these purposes, were in the hands of the Crown Agents, who, exercised unlimited patronage, held a lion on the railway and on the funds of the Colony, and were regarded as owners of the railway and employers of the staff; and whether the Colonial Office would fix any limit to the indefinite expenditure of money on this project.

Mr. Fuller.—The answer to the first and third parts of the hon. gentleman's question is in the negative. The correspondence between the consulting engineers and the Colony passes through the hands of the Crown Agents under flying seal. With regard to the last part the expenditure will be limited to the amount required for the construction and equipment of the line.

Mr. Ginnell asked whether the hon. gentleman could explain how it was his answer was in the negative seeing that it was in direct contradiction to a statement made on May 13 by the Governor of Hongkong.

Mr. Fuller.—No, Sir.

Mr. Moore (Armagh, N. Opp.)—As this is a very important matter to the constituents of the hon. member in North West Meath, could we have a fuller reply? (Laughter.)

No answer was given.

On a subsequent occasion Mr. Ginnell (Westm., N. Nat.) asked the Under-Secretary for the Colonies whether he would give a brief abstract of the figures of the chief resident engineer of the Kowloon Railway, showing how it was alleged that that railway could ever pay working expenses, interest, and repay the principal spent on its construction, even as an extension of the Car on the railway, in competition with the shorter navigable river which had cost nothing; and whether he had any corroboration of those figures from any competent person not dependent on the Crown Agents.

Colonel Seely (Liverpool, Abercromby, Min.)—I understand that the resident engineer is now preparing a revised estimate of profits, and in the circumstances it would be useless to give an abstract of the figures supplied some years ago. I would point out to the hon. gentleman that the direct profit to be obtained is not the only matter to be considered. What is far more important is the indirect profit which will accrue to the Colony owing to the improvement of the facilities for trade with the interior of China.

Mr. Ginnell asked the Under-Secretary for the Colonies whether he would submit to the House, or make available to members, the speech he addressed by His Excellency the Governor of Hongkong to the Legislative Assembly of that Colony on February 6th and May 13th, 1909, acknowledging that the Kowloon Railway was being constructed under the Crown Agents with money advanced by them on the security of the funds of the Colony; and if he was aware that this project, which had already cost more than twice the sum for which it could be completed, was being continued in that manner without the free consent of the Government and Colony of Hongkong.

Colonel Seely.—It is not proposed to present any papers on the subject. In saying that the line has cost more than twice the sum for which it could be completed, the hon. gentleman is presumably referring to the increase in cost over the original estimate. That estimate, however, was very rough, and was never intended to be exact. It was based on a preliminary survey, and included no calculation of quantities. It did not provide for rolling-stock, workshops, and other important items. The line is being constructed with the full consent of the Colonial Government.

Mr. Ginnell.—Does the hon. gentleman deny that it has been constructed with money advanced by the Crown Agents?

Colonel Seely.—I am not quite certain. I do not think so.

THE KOWLOON-CANTON RAILWAY.

Last month in the House of Commons, Mr. Ginnell (N. North-West Meath) asked whether the British Government had any other object in lending £1,100,000 to the Chinese Government to buy back the concession for the Kowloon-Canton Railway except that, on account of its proximity to the British Colony of Hongkong, it was considered desirable that it should be controlled by British subjects; what steps, if any, were taken between 1905 and the Spring of the present year to promote that object by securing for British interests the control of this railway; whether, in order to recover the Kowloon-Canton Railway, the British and French groups were compelled to allow German financiers to participate in the Szechuan Railway; and, if so, who was mainly responsible for this change.

Sir E. Grey.—It is substantially the case that in lending China the sum of £1,100,000 in 1905 his Majesty's Government was actuated by the wish to obtain control over the Kowloon-Canton Railway. Negotiations proceeded continuously from that year until the spring of 1909 when, as the hon. member was informed on the 30th, a German group of financiers offered the Chinese terms which they considered more advantageous than those the British group was prepared to offer, or that the British Government could have approved, and which the Chinese Government accepted. The subsequent negotiations resulted in a compromise, the object of which was to secure more control and avoid competition.

On a later occasion, Mr. Ginnell asked the Secretary of State for Foreign Affairs whether the British Government had authorized the Government of Hongkong to advance to the Chinese Government £1,100,000 to reinforce from an American-Belgian combination the concession for building the Kowloon-Canton Railway for the purpose of preserving from foreign control a railway of which the southern terminus was to be at Canton; whether Chang Chi-tung, in return, gave the British Government on September 9, 1905, an undertaking that British capital and materials should have the preference whenever China decided to construct the line; whether Germana

had since succeeded in securing for themselves the contract for building and financing the railway; and, if so, whether any steps had been taken by the British Government to secure the performance of the undertaking given by Chang Chi-tung of the interests of which the advance of £1,100,000 was made.

Mr. McInnon Wood (Glasgow, St. Rollox Min.)—The reply to the first point in the question is in the affirmative. It is true that Chang Chi-tung gave an undertaking that British capital and materials should have the preference whenever China decided to construct the line, but only if the terms offered by foreign financiers were not more favourable.

A German group offered China in the spring of the present year terms which the Chinese considered more advantageous and which they subsequently accepted. It was to recover an amount of the Kowloon-Canton line loan that the British group supplying the engineering on the Kowloon-Canton line and the chief engineer for one-third of the

Hankow-Szechuan line. To safeguard the control of the loan funds by the lenders, certain modifications were made in the terms originally offered by the German group. Subsequently an American group expressed a wish to participate in the Hankow-Szechuan loan, and the negotiations with regard to the share to be allotted to this fourth group are still

proceeding.

Earl Wimerton (Sussex, Horsham, Opp.)—Is it not true that the Chinese Government broke the undertaking which they had previously given?

Mr. McInnon Wood.—I am not prepared to say that, because undoubtedly terms offered by the German group were more favourable than those which the British group was prepared to offer. It was a question of guaranteeing the expenditure with whoever arranged to give it.

THE END OF THE "MAOAI KING."

The captain of the "Maoai King" telegraphed to Shanghai on the 19th instant that the steamer was badly stored at an island called Long Wharf in the Chusan group, and that she had a big hole forward. The Shanghai Tug and Lighter Co.'s tug with four lighters and pumps supplied by the Kiangnan Dock, left for the scene at a few hours' notice.

At the time of the mishap the "Maoai King" was chartered to the Chinese Engineering and Mining Co., Ltd., and was bound from Chinkiang to Hongkong with a full cargo both of which are, of course, insured.

Few vessels marks the N.C. Daily News had had such an extraordinary career, or earned such unenviable notoriety as the "Maoai King." She was built at Sunderland in 1893 and her gross tonnage is 3,807. At the departure, in 1914, she accompanied the Baltic Fleet on its Eastward journey. Her capture by the British authorities and the sensational proceedings that followed in H. M. Supreme Court, are matters of such recent history that it is unnecessary to refer to them at any length.

Further particulars to hand, are to the effect that the vessel has broken in two, and that the after portion has sunk in thirteen fathoms of water, while the forward part rests on the rocks, and it is possible that part of her mast or funnel are visible above water.

No lives were lost as a result of the accident, and Captain Stringer and the officers and crew have returned to Shanghai. When the accident occurred, the "Maoai King" was on a voyage from Chinkiang to Hongkong with a cargo of coal. When passing through the Chusan Group on the 17th instant, the death occurred of one of the Chinese crew, and as the other members of the crew objected to the body being buried at sea, the vessel put into Longwharf and anchored there to land the body. As the ship was putting out again, she struck a submerged rock, which tore a large hole in her forward hold and she immediately began to sink. The officers and crew secured junks and proceeded to Ningpo, reaching their destination without further mishap.

Colonel Seely.—It is not proposed to present any papers on the subject. In saying that the line has cost more than twice the sum for which it could be completed, the hon. gentleman is presumably referring to the increase in cost over the original estimate. That estimate, however, was very rough, and was never intended to be exact. It was based on a preliminary survey, and included no calculation of quantities. It did not provide for rolling-stock, workshops, and other important items. The line is being constructed with the full consent of the Colonial Government.

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"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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SHACKELL EDWARDS & CO. LTD.

PRINTING INK MAKERS.

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HEAD OFFICE: 5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907.

[934]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

<p

SHIPPIING.

ARRIVALS.

BENALDER, British str., 1,959. A. Tough, 28th Sept.—Singapore 22nd Sept.—General Gibb, Livingston & Co.

CHAPMAN, British str., 28th Sept.—Canton.

CHAZES, British str., 3,242, Cave, 28th Sept.—Liverpool 15th Aug. and Singapore 22nd Sept.—General—Doddwell & Co.

GEZGÖN APCAR, British str., 2,961. S. H. Belsen, 23rd Sept.—Calcutta and Singapore 22nd Sept.—General and Opium—David, Saseen & Co.

HAINUM, British str., 636. J. W. Evans, 28th September—Swatow 27th Sept.—General—Douglas, Lapraik & Co.

HELEN, German str., 771. J. Jansen, 28th September—Swatow 27th Sept.—General—Jansen & Co.

HITACHI MARU, Japanese str., 4,163. N. Matsumoto, 27th Sept.—Shanghai 24th Sept.—General—Nippon Yusen Kaisha.

KUMANO MARU, Japanese str., 3,147. M. Winkel, 28th Sept.—Yokohama 18th Sept.—General—Nippon Yusen Kaisha.

LOONGANG, British str., 1,932. F. Wheeler, 26th Sept.—Manila 25th Sept.—General—Jardine, Matheson & Co.

MANDAN MARU, Japanese str., 3,245. Shimizu, 26th September—Mitsi 22nd Sept.—Coal—Mitsui Bussa & Co.

PONGTONG, German str., 998. H. Olden, 28th Sept.—Bangkok 26th September—Rice—Melscher & Co.

RAJAH, German str., 2,100. H. C. Reher, 28th Sept.—Bangkok and Kuchang 21st Sept.—Teak Wood and Rice—Order.

SHANSI, British str., 1,223. Eddy, 27th Sept.—Wakamatsu 22nd Sept.—Coal—Butterfield & Swire.

SIMONANG, Dutch str., 1,202. H. Van, 28th Sept.—Tegal, Surabaya 26th Sept.—Hong Kong.

VOERWART, German str., 700. Uldrup, 28th Sept.—Haiphong 22nd and Hoihoi 27th General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

28th September.

Benalder, British str., for Nagasaki.

Hainum, British str., for Swatow.

Hitachi Maru, Jap. str., for Singapore.

Shansi, British str., for Canton.

Yawata Maru, Japanese str., for Nagasaki.

DEPARTURES.

28th September.

BELGRADE, German str., for Shanghai.

CHIHLI, British str., for Colu.

CHIPEMING, British str., for Chefoo.

TAITAN, British str., for Swatow.

KRIBBERG, German str., for Pakhoi.

KUMANG, British str., for Singapore.

KWANTUNG, Chinese str., for Canton.

KWEITANG, British str., for Tsingtao.

POLYNESIES, French str., for Europe, &c.

SYDNEY, French str., for Shanghai.

TANGO MARU, Japanese str., for Shanghai.

TEAN, British str., for Manila.

THORDE, Norwegian str., for Bangkok.

UNDA, British str., for Shanghai.

YATSHING, British str., for Shanghai.

ZWEENA, British str., for Singapore.

SHIPPING REPORTS.

The British str. *Longgang* reports: Moderate E.S.E. winds and moderate sea, fine weather.

The British str. *Gregory* reports: Moderate variable winds and sea throughout, with rain at intervals, current S.W. 15 miles N.E. daily near Paracels in L. 16-20 N at 300 p.m. on Sunday, passed depression centre 300 miles distant being S.E. causing strong N. to N.E. winds and heavy rain, typhoon Bar showing 29.65 at 4 p.m.

VESSELS IN DOCK.

September 28th.

ABEDHEM DOCK.—KOWLOON DOCK.—On Lee, H.M.S. Sand-piper, Triumph.

COEMOPOLITAN DOCK.—

TAIHO DOCK—St. Enoch, Ningpo, Macau, Suez.

VESSELS ON THE BERTH.

Canadian Pacific Railway Co.

FOR VANCOUVER.

THE Steamship
"SUVERIC."

FROM HONGKONG SATURDAY, 2ND OCT., FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the

OCEANA ... 21st October.

KUMERIC ... 18th November.

AYMERIC ... 16th December.

SUVERIC ... 1910. 15th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY, Co., Hongkong.

Hongkong, 22nd September, 1909. [1231]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRETOR), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the BRAZIL, to RED SEA, BLACK SEA, LEVANT, VENICE and ADELIA PORTS.

THE Company's Steamship

"AUSTRIA" Captain Cobol, will be despatched as above on or about the 25th October.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For further particulars, apply to

SANDER, WIELER & Co., Agents.

Princes Building.

Hongkong, 23rd September, 1909. [3]

[3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "L" midway between Hongkong and Kowloon "M," and the vessel berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	G. C. Cundy	JARDINE, MATTHESON & CO., LTD.	On 2nd Oct.	
LONDON &c. VIA USUAL PORTS OF CALL	DEIZA	Brit. str.	B. W. H. Snow	P. & O. S. N. CO.	On 2nd Oct. at Noon	
LONDON & ANTWERP VIA SINGAPORE, &c.	DEIZA	Brit. str.	E. P. Martin	P. & O. S. N. CO.	About 6th Oct.	
LIBERIA	LIBERIA	Brit. str.	Kinsella	HAMBURG-AMERIQUE LINIE	On 8th Oct.	
SPEZIA	SPEZIA	Brit. str.	Wagner	HAMBURG-AMERIQUE LINIE	On 4th Oct.	
C. FRED. LAMIS	C. FRED. LAMIS	Brit. str.	Habel	HAMBURG-AMERIQUE LINIE	On 13th Oct.	
NICOMEDIA	NICOMEDIA	Brit. str.	Hildebrand	HAMBURG-AMERIQUE LINIE	On 8th Nov.	
BELGRAVIA	BELGRAVIA	Brit. str.	McLeroy	MESSENGERIES MARITIMES	On 10th Oct.	
CATHAY	CATHAY	Brit. str.	Sellier	NIPPON YUSHI KAISHA	On 12th Oct. at 1 P.M.	
GUANJIAN	GUANJIAN	Jap. str.	J. Nagao	NIPPON YUSHI KAISHA	On 13th Oct. at D'light	
KANAGAWA MARU	KANAGAWA MARU	Jap. str.	Deinat	HAMBURG-AMERIQUE LINIE	On 17th Oct.	
AMBELA	AMBELA	Jap. str.	J. Dring	NIPPON YUSHI KAISHA	On 32nd Oct. at D'light	
HAKATA MARU	HAKATA MARU	Jap. str.	T. Murai	MELCHERS & CO.	Middle of Nov.	
TRANQUILLAR	TRANQUILLAR	Brit. str.	B. Cobol	NIPPON YUSHI KAISHA	About 20th Oct.	
MIYASAKI MARU	MIYASAKI MARU	Jap. str.	E. Malchow	SANDER, WIELER & CO.	About 25th Oct.	
GENOA MARSEILLES, LONDON & ANTWERP	GENOA MARSEILLES, LONDON & ANTWERP	Aut. str.		MELCHERS & CO.	On 6th Oct. at Noon	
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE, &c. VIA SINGAPORE, &c.	Aut. str.		DODWELL & CO., LTD.	About 16th Oct.	
NAPLES, GENOA, ALGIERS, GIBRALTAR & HAMBURG	NAPLES, GENOA, ALGIERS, GIBRALTAR & HAMBURG	Aut. str.		CANADIAN PACIFIC R. CO.	On 16th Oct. at 6 P.M.	
ATLANTIC	ATLANTIC	Aut. str.		CANADIAN PACIFIC R. CO.	On 2nd Oct.	
MAURITIUS	MAURITIUS	Aut. str.		CANADIAN PACIFIC R. CO.	On 2nd Oct.	
CHIHLI	CHIHLI	Aut. str.		CANADIAN PACIFIC R. CO.	On 21st Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 12th Oct. at Noon.	
YOKOHAMA MARU	YOKOHAMA MARU	Jap. str.		NISSON YUSHI KAISHA	On 9th Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 2nd Oct. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 28th Oct. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 10th Oct. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 8th Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 25th Oct. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 12th Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 19th Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 26th Nov. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 3rd Dec. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 10th Dec. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 17th Dec. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 24th Dec. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 31st Dec. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 7th Jan. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 14th Jan. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 21st Jan. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 28th Jan. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 4th Feb. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 11th Feb. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 18th Feb. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 25th Feb. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 1st Mar. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 8th Mar. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 15th Mar. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 22nd Mar. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 29th Mar. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 5th Apr. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 12th Apr. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 19th Apr. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 26th Apr. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 3rd May. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 10th May. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 17th May. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 24th May. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 31st May. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 7th Jun. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 14th Jun. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 21st Jun. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 28th Jun. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 5th Jul. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 12th Jul. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 19th Jul. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 26th Jul. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 2nd Aug. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.		NISSON YUSHI KAISHA	On 9th Aug. at Noon.	
CHIHLI MARU	CHIHLI MARU	Jap. str.				

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	Noon, 30th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 2nd Oct.	See Special of Call.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSAILLES	NILE	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, MOJI, PALERMO, KOBE AND YOKOHAMA	PALESTINE	About 9th Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOLHOW and HONGAY	NINGPO	On 30th Sept., D'light
SHANGHAI	CHINHUA	On 30th Sept., 4 P.M.
MANILA	CHENAN	On 3rd Oct., D'light
WEIHAIWEI, CHIFOO and TIENTIN	TAMING	On 5th Oct., 3 P.M.
SHANGHAI	KUEICHOW	On 5th Oct., 4 P.M.
MANILA, ZAMBOANGA	ANHUI	On 7th Oct., 4 P.M.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 5th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and SS. "SANUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, £45 SINGLE and £80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS

Hongkong, 29th September, 1909.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	NINGPO	"LOONGSANG" Friday, 1st Oct., 4 P.M.
SHANGHAI	AMARANG	"CROYSANG" Sunday, 3rd Oct., D'light
SINGAPORE	FOOSHING	Tuesday, 5th Oct., 3 P.M.
SOURABAYA	YATSHING	Tuesday, 5th Oct., 3 P.M.
SHANGHAI	YUENSANG	Wednesday, 6th Oct., 4 P.M.
MANILA	KUTSANG	Wednesday, 13th Oct., Noon.
SHANGHAI, YOKOHAMA, MOJI and KUTSANG	NAMSANG	Saturday, 16th Oct., 2 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG", "NAMSANG" and "FOOCSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 29th September, 1909.

GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.	STEAMERS	FOR	LEAVING.
"HAIMUN"	SWATOW	WEDNESDAY, 29th Sept., at 2 P.M.	"HAIIYANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 1st October, at 1 P.M.
Capt. Evans			Capt. A. E. Hodgins		
"HAIIYANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 1st October, at 1 P.M.	"HAICHING"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 5th Oct., at 1 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 29th September, 1909.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

COPENHAGEN and BALTIK PORTS "CATHAY" 10th October.

SHANGHAI, YOKOHAMA and KOBE "PEKING" About 12th October.

MARSAILLES, HAVRE, COPTON HAGEN and BALTIK PORTS "TRANQUEBAR" Middle of November.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th September, 1909.

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CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 1st Oct., 5 P.M.
ZAFIRO	2540	R. Bougur	Manila	On 9th Oct., Noon.
			For Freight or Passage apply to Hongkong, 27th September, 1909.	

General Managers, [14]

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Porto, Marseilles, Genoa, and other Mediterranean, Levant, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th September, 1909.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Sept.	JAPAN	First half of Oct.
TJIMAH	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 27th September, 1909.

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Telephone No. 375.

[18]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting to TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Commerce Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross Reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU"	6,178	SATURDAY, 2nd Oct., at Noon.
	Capt. H. Yamamoto, Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA.

Date of Despatch from London. Date due in Hongkong. Vessel.

10th September

1st October

Delta.

The Himalaya, with the English mail of the 3rd Sept., left Singapore on Saturday, the 25th instant at 7 a.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 3rd August, and the parcel mails closed in London for despatch by the airmail route on the 25th of August, and for despatch overland on the 1st of Sept.

FOR	FROM	DATE
Nagasaki, Kobe and Yokohama	Yukawa Maru	Wednesday, 29th, 11 A.M.
Swatow	Hainan	Wednesday, 29th, 1.00 P.M.
Macao	Sai Tai	Wednesday, 29th, 1.15 P.M.
Hainan	Tsimshatsui	Wednesday, 29th, 2.00 P.M.
Hainan and Hongkong	Ningpo	Wednesday, 29th, 3.00 P.M.
Hainan, Tsimshatsui and Quinhon	Hainan	Thursday, 30th, 8.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Chusan Maru	Thursday, 30th, 9.00 A.M.
SHANGHAI	China Branch	Thursday, 30th, 11.00 A.M.
Kobe and Yokohama	Kumano Maru	Thursday, 30th, 11.00 A.M.
Hainan, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle	Sai Tai	Thursday, 30th, 1.15 P.M.
Macao	Chinhua	Thursday, 30th, 3.00 P.M.



SAMPLES

ON

APPLICATION.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 28TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$9921, sal/sel
National Bank of China, Limited	99,925	\$7	\$6	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$134, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$100, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$960, sellers
COTTON MILLS.				
Evo Cotton Spng. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 133.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$62, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92.
Laon-Kung-Mow C. Spng. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 113.
Soy Chee Cotton Spng. Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 475.
Dairy Farm Company, Limited	40,000	37/2	36	\$18.
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$80	all	\$60, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$80	all	\$56, sales
New Amyo Dock Co., Limited	10,000	\$63	\$62	\$59, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 147.
Fenwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$61, x.d.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$10, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$204, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$75.
Hongkong Ice Company, Limited	8,000	\$25	all	\$43.
Hongkong Rope Manufacturing Co., Limited	5,000	\$28	all	\$168, sellers
60,000	\$10	all	\$23.	
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$114, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$25	\$115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$8421, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$104, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$311, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 120.	
West Point Building Co., Limited	12,500	\$50	all	\$44, sellers
INSURANCES.				
Sociedad Francesa des Charbes du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	10/10	\$82, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$140, sellers
75,000	\$10	all	\$93	sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$146.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$88, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$333, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$50	\$15	\$311, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	prsf.	25	\$41, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	all	\$119, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26.
10,000	\$10	all	\$15, sellers	
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Co., any, Limited	20,000	\$5	\$5	\$82, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$55, sellers
10,000	\$10	all	\$38	sellers
United Asbestos Oriental Agency, Limited	9,200,000	\$10	\$100	\$150, buyers
100,000	\$10	\$10	\$21	buyers
50,000	\$10	\$10	\$300.	
RUBBERIES.				
Castledale, fully paid	—	—	—	\$2,180, sellers
Lingga	—	—	—	24/6 buyers
Anglo-Malays	—	—	—	15/3 buyers
Shafords	—	—	—	15/1, sales
Balgowries	—	—	—	807 (Strata), sal. & db.
LOANS.				
Chinese Imperial 1936	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.
STEAMERS PASSED THE CANAL.				
Sept. 4th—Wakasa Maru, 11th—Antenor, Bloemfontein, Glenlogan, Gopash, Palermo, Sardinia, Telamon, 15th—Benavon, Benvor, Breskens, 16th—Adyanan, Sado Maru, Goedewaagen, 22nd—Pehio, Indramaya, Sambas, Avo Maru, Glenearn, 25th—Mishima Maru, Namur, Slavonia, Syria, Tonkin, Birao Maru, Moyano.				
ARRIVALS AT HOME.				
Sept. 24th—Japan, Segovia, Glencore, Siam.				
THE HONGKONG DAILY PRESS, WEDNESDAY, SEPTEMBER 29TH, 1909.				
NOTICES TO CONSIGNNEES.				
"SHIRE" LINE OF STEAMERS LTD.				
NOTICE TO CONSIGNNEES.				
FROM EUROPE.				
THE Company's Steamship				
"MONMOUTHSHIRE"				
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra-hazardous Godowns at Kowloon, where such consignment and delivery can be obtained as soon as the goods are landed.				
Goods not cleared by the 29th inst., at 6 a.m., will be subject to rent.				
No Fire Insurance will be effected by us in any case whatever.				
All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 29th inst. No Claims will be admitted after delivery of the goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.				
JARDINE, MATTHESON & CO., LTD.				
Agents.				
Hongkong, 22nd September, 1909. [1256]				
NORDDEUTSCHER LLOYD, BREMEN.				
IMPERIAL GERMAN MAIL LINE.				
NOTICE TO CONSIGNNEES.				
THE Steamship				
"LIETZOW."				
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.				
No Claims will be admitted after the 29th inst. will be subject to rent.				
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.				
All Claims must be made before the 2nd Oct., or they will not be recognized.				
No Fire Insurance will be effected.				
Bills of Lading will be countersigned by the undersigned.				
NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.				
Hongkong, 22nd September, 1909. [5]				
OSAKA SHOSEN KAISHA.				
NOTICE TO CONSIGNNEES.				
S.S. "TACOMA MARU."				
FROM TACOMA, JAPAN AND SHANGHAI.				
THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo from alongside.				
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.				
Cargo remaining on board after TUESDAY the 29th Sept. 1909, at 6 A.M., will be landed and stored at Consignees' risk and expense.				
Cargo remaining undelivered after the 1st October, will be subject to rent.				
A broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 30th inst.				
No Fire Insurance whatever will be effected by us in any case whatever.				
OSAKA SHOSEN KAISHA.				
Hongkong, 25th September, 1909. [1245]				
FROM EUROPE.				
BELGRAVIA				
Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned				